Amendments to the Specification:

The paragraph starting at page 6, line 25, is amended and now reads as follows:

-- A further advantage is that a flexible use of the ~~arrangement 10~~ arrangement 20 and of the method of the invention for different hardware configurations is made possible with the use of the described interface 10 and the data transmitted via this interface. The hardware configurations are possible for realizing the stop/start operation. It is not necessary to adapt the interface 10 and the data interchange via the interface 10 to these various hardware configurations. The interface 10 and the commands or state information, which are exchanged via the interface 10, can, rather, be maintained unchanged independently of the various hardware configurations. This, too, works especially advantageously in the distribution of the vehicle control and the motor control to various control apparatus for the realization of the vehicle functions 5 and the motor functions 1. In the following, the various hardware configurations are subdivided into two categories. In both cases, a starter 25 is provided which, for example, can be driven by an electric motor and can be, for example, a conventional gear reduction motor, a belt driven starter or generator or a crankshaft starter or crankshaft generator or the like. In a first category of hardware configurations, the starter 25 is controlled by the motor functions 1 and, in a second category of the hardware configurations considered, the starter 25 is

controlled by the vehicle functions 5 as shown in FIG. 1 by the broken line. For both categories, the starter 25 is connected to the motor 15 in order to start the latter. Furthermore, for both categories, the motor 15 is also controlled directly by the motor functions 1 in order to, on the one hand, inquire condition information of the motor 15 and, on the other hand, to initiate a direct start of the motor 15, for example, in the case of a spark-ignition engine having gasoline-direct injection. --

The paragraph starting at page 10, line 13, is amended and now reads as follows:

-- Additionally and optionally, the status data ~~Eng_bStartElf~~ Eng_bStartSelf can be provided which indicates whether the motor software can start the motor 15 automatically, that is, whether a direct start of the motor 15 is possible, for example, for a spark-ignition engine having gasoline-direct injection. --

The paragraph starting at page 13, line 2, is amended and now reads as follows:

-- In FIG. 4, the second category of the considered hardware configurations is described based on the example for the time-dependent trace of the status data already shown in FIG. 3 as well as the command PTC_bEngStartOrd shown in FIG. 3. First, all of the illustrated status data with the exception of the status datum Eng_bStartSelf are set aside in the same way as the command PTC_bEngStartOrd. At a first time point $t_0'$, the status

datum Eng_bStartEna is again set and therefore the start readiness of the motor 15 and of the motor functions 1 is imparted to the vehicle functions 5. At a second time point $t_1'$, which follows the first time point $t_0'$, the command PTC_bEngStartOrd for starting the motor 15 is set by the vehicle functions 5 and the motor functions 1 are caused via the interface 10 to start the motor 15. Since the status datum Eng_bStartSelf is set at the second time point $t_1'$, the motor functions 1 attempt a direct start of the motor 15. After a pregiven time from the second time point $t_1'$ on, the motor functions 1 determine at a following third time point $t_2'$ that the motor rpm is approximately 0 in accordance with the status datum Eng_n as it was before the first time point $t_0'$. At the third time point $t_2'$, the motor functions 1 therefore detect that the attempt at direct start of the motor 15 failed. For this reason, at the third time point $t_2'$, the status datum Eng_bStartSelf is reset and the vehicle functions 5 are informed that the motor 15 cannot be started by the motor functions 1. Thereupon, the vehicle functions 5 cause the starter 25, at a following fourth time point $t_3'$, to start the motor 15. The starter 25 can, for example, be configured as a crankshaft starter or crankshaft generator. At a fifth time point $t_4'$ following the fourth time point $t_3'$, the motor rpm settles at idle rpm in accordance with the status datum Eng_n so that the status data Eng_bRun and Eng_bStoppEna are set and the status datum Eng_bStartEna is reset as was the case also in the example of FIG. 3 at the fourth time point $t_3$ for the detection of the automatically running motor 15. Accordingly, and in the

same manner as in the example of FIG. 3, the command PTC_bEngStartOrd is reset by the vehicle ~~functions 1~~ functions 5 at a sixth time point $t_5$' following the fifth time point $t_4$'. For stopping the motor at steady state, the command PTC_bEngStoppOrd for stopping the motor 15 could then thereafter be set by the vehicle ~~functions 1~~ functions 5. This command is not shown in FIG. 4. In the example of FIG. 4, the vehicle functions 5 can again switch off the starter 25 at the fifth time point $t_4$' because the motor 15 then runs automatically. --